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INDIA, AUSTRALIA, & FOR
PRIVATE RESIDENTS AT THE
OVERSEAS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
with which is incorporated the
CHINA OVERLAND TRAVEL REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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號一十三百九千五萬一第

日五念月三年元統宣

HONGKONG, FRIDAY, MAY 14TH, 1909.

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SATISFACTION GUARANTEED

S. MOUTRIE & CO.,

LIMITED.

Hongkong, 5th May, 1909.

[a40-4]

KOWLOON HOTEL

THE ONLY FIRST-CLASS
ESTABLISHMENT ACROSS
THE WATER.

Cooking by
AN CHONG.

(Late Chief Cook for many years to late
Mr. J. W. OSBORNE).

O. E. OWEN,
Proprietor.

Hongkong, 4th May, 1909.

[a692]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHAW, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1909. [a1647]

THE GRAND HOTEL.

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMALLE,
M. MAILLE, Proprietors.

46]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 4 hours.

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Extra Cars at 3.15 p.m. 11.50 p.m. 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

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"		
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Qrs. 40.00 Pcs. 42.00

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HONGKONG AGENTS.

[a51]

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ARE NOW SHOWING NEW DESIGNS IN
SELECTED TEAK FURNITURE.
SIDEBOARDS AND DINNER WAGGONS.
DINING TABLES, CHAIRS, DESKS.
BOOKCASES, FOLDING CARD TABLES.
HALLSTANDS, HALL CHAIRS.
BEDROOM SUITES, WARDROBES.

FIRST-CLASS WORKMANSHIP
INSPECTION INVITED.

LANE, CRAWFORD & CO.

Hongkong, 29th April, 1909.

[a33]

PRESCRIPTION INSURANCE

Isn't it worth something to know that your Prescription has been
filled absolutely right; that the drugs used have been the best
obtainable, that it is just as the doctor wants it? You have
this Insurance when your Prescription is filled at WATKINS
DISPENSARY, and our charges are no higher than those of
other CHEMISTS.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO
DISPENSE PRESCRIPTIONS.

WATKINS,
CHEMISTS AND DRUGGISTS.

31, QUEEN'S ROAD CENTRAL,
HONGKONG.

DAY AND NIGHT TELEPHONE: 492.

[a39]



TELEPHONE No. 75.

Hongkong, 15th April, 1909.

**KUPPER'S
PILSENER BEER.**
THE LEADING BEER IN THE
FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

15, Queen's Road Central.

[a35]

"CLAN MACKENZIE"

SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

LANE, CRAWFORD & CO.

SOLE AGENTS.

[a4]

BREWER & CO., LIMITED.

REDDEE STREET—Adjoining Main Entrance "HONGKONG HOTEL."

TELEPHONE No. 696.

Hydrographical Surveying, by Wharton and Field: New Enlarged and Revised Edition	\$17.00
Modern Gas and Oil Engines, by F. Glenz	4.50
The New Spirit in India, by H. W. Norton	9.00
Personal Religion in Egypt before Christianity	2.25
Three Plays of Shakespeare, by Swinhurn	2.25
My Experiences in Cyprus, by Basil Stewart	4.50
Roman Life and Manners, by L. Friedlander	4.50
The Art of Modern Conjuror	2.75
Cole's Fun Doctor	1.75
Another Hardy Gards Book	5.50
The Vandal's Republic: Popular and Humorous	2.75
Regulations Relating to the Examination of Engineers	40
Regulations and Suggestions as to the Survey of the Machinery of Steamships	40

New Novels \$1.75 Each

High Life in the Far East, by James Dalziel:
Author of "Is the First Witch."
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Adventures of Louis Blake, by Louis Beale.
The Counting of Paul Chester, by Alice
and Charles Apple.
The Cruise on Canvas, by F. M. White.
Sir Morcombe's Marriage, by Florence
Warden.
The Capture of Paul Beck, by M. McDonnell.
The House Called Horrid, by "Bita."
The Iron Head, by Jack London.
The Sin of Alison Darling, by L. G.
Robery.
"This My Son" Remi Basia.
We of the Never Never, by Mrs. Arrows.
The Conventualists, by W. Benson.

INTIMATIONS

THE CHINA BORNEO CO., LTD.

NOTICE

DURING my absence at any time from
the Colony Mr. WILLIAM DENYER
JUFF will act as Manager at Hongkong of
the above named Company.
W. G. DARRIN,
General Manager.
Hongkong, 10th May, 1909. [718]

NOTICE

THE MANAGER OF KENNEDY'S
STABLES begs to inform the residents of
KOWLOON and district that provided sufficient
support be forthcoming he will be prepared to
establish a SHORING FORGE at KOW-
LOON where Horses and Ponies can be shod
by experienced Shanghai farriers on stated days
to be arranged later.
Inasmuch as expense will be incurred in
hiring suitable premises and in fitting up the
forge the Manager hopes that the Scheme will
have general support.
Those desirous of availing themselves of the
above are requested to send in their names and
number of Horses and Ponies to the Under-
signed.
G. W. GREGG,
Manager, Kennedy's Stables.
Hongkong, 5th May, 1909. [705]

NOTICE

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED
to No. 14, DES VEAUX ROAD CENTRAL.
(Late occupied by Madame Jay).
Hongkong, 28th April, 1909. [667]

LOST

ON TUESDAY, the 11th May, Robinson
Road near Glenside, a YOUNG WHITE
FOX TERRIER BITCH, Dark brown ears,
2 Black Spots, answering to the name of
NELLIE. Reward \$25, if returned to—
REUTER, BROCKELMANN & Co.,
Prince's Building, 2nd floor.
Hongkong, 13th May, 1909. [730]

SITUATION WANTED.

A YOUNG SWISS LADY seeks
Situation as Travelling Maid or as
Governess, Speaks English, French, German,
and Italian.
Apply to— Box 254,
Care of "Daily Press" Office.
Hongkong, 7th May, 1909. [714]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

GOLD STORAGE.

THE HONGKONG TOBACCO COMPANY, LTD.,
have now 40,000 Cables Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 a.m. and 4 p.m. daily, Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong, 1st April, 1908. [48]

FOR SALE

FOR SALE.

A MAGAZINE HAND CAMERA to
carry one dozen Plates 5 by 4. Good
Lens and Easy Adjustment.
Apply to— VELOX,
Care of "Daily Press" Office.
Hongkong, 6th May, 1909. [719]

FOR SALE.

ELECTRIC PLANT

Consisting of—
TWO 125 Kilowatt STEAM ALTER-
NATOR SETS, Output 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolu-
tions per minute, by Messrs. ROBEY & Co.,
direct coupled to Alternators by Messrs.
JOHNSON and PHILLIPS, complete with
Exciters, &c.
ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWN and LINDLEY.
For further particulars apply to—
HONGKONG ELECTRIC CO., LD.,
St. George's Buildings.
Hongkong, 23rd April, 1909. [649]

THE DAIRY FARM CO., LTD.

Have much pleasure in announcing further

REDUCTIONS

IN

BUTTER PRICES

From 1st MAY, 1909.	65 cents per lb.
"Buttercup" Brand	70
"Dairymaid" Brand	70
"Daisy" Brand	75

May be had in 1/2 lb. Pats. [563]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE,

25, DES VEAUX ROAD, CENTRAL.

DEALERS IN

LADIES' & GENTS' BOOTS & SHOES,

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Cameras fitted with

"ZEISS," "GOERZ," "ROSS" & "ALDIS"

Lenses.

DEVELOPING AND PRINTING

A SPECIALITY.

Hongkong, 24th April, 1909. [37]

HONGKONG HOTEL

FINE CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Dinner and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Club Room.
Matrons in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. P. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a631]

"KINGSOLERE"

PRIVATE HOUSE.

APPROACH FROM KENNEDY ROAD AND

MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "SACHSOLA."

A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water,
putting green, and the stabling for horses.
[a5]

Expatriates, Miss G. SACHSE.

"BEARSIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis

and Croquet Lawns, Large Airy and

Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

Telephone No. 690.

Apply to— Mrs. F. W. WATTS,

"Beaside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2 QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort

to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

M. MATTHAEY,

Proprietress.

Hongkong, 5th October, 1908. [a43]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (a Sui An and Sui Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address: "BOAVISTA."

For Terms, apply to

THE MANAGER.

[a196]

VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address: "VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

Telegraphic address: "FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDIN

Both Hotels electrically lighted, and under

experienced European Supervision.

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S



**VERY OLD LIQUEUR
SCOTCH
WHISKY**

A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

PER DOZEN \$16.50

**ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT**
IN PINTS AND SPLITS.

**A. S. WATSON & CO.,
LIMITED.**

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
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Correspondents must forward their names and
addresses with communications addressed to the
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Hongkong Office: 101, DES VOUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 14TH 1909.

The information given to the Sanitary Board on Tuesday last by Colonel Bedford, the Principal Medical Officer of the Garrison, with regard to the prevalence of Malaria amongst His Majesty's troops quartered at Lyemun was startling enough to elicit immediate public sympathy which is the necessary prelude to public action with a view to modifying the existing state of affairs. Colonel Bedford informed the Board that whereas the admissions to hospital for malarial fever from the whole garrison for the first four months of the year gave a ratio of 25 per thousand, that for the small garrison at Lyemun gave a ratio of 445 per thousand. To further establish the fact that malaria is abnormally prevalent in the neighbourhood of Lyemun, Colonel Bedford referred to the latest published returns (1907) showing the distribution of the disease amongst the police. While the admissions to hospital for malaria were in the ratio of 94 per thousand among the men quartered at the central police station, the admissions from the Shaikwan police station gave the enormous ratio of 888 per thousand. That is fairly conclusive evidence of the existence of disease-breeding conditions in that neighbourhood which stand in urgent need of improvement.

As the P.M.O. of the Garrison observed, malaria cannot be fought without the expenditure of money, and we think we can anticipate the report of the Committee of Inquiry to the extent of saying that to rid the neighbourhood of Shaikwan of the conditions which conduce

to the breeding of the anopheles mosquito will run into a considerable demand on the Colony's exchequer. As showing the cost of these anti-malarial measures we may note that a couple of years ago a sum of \$18,456 was spent on draining nullahs in the Tai Hang valley, which is extensively used by the washermen of Victoria for clothes washing operations. For the past ten years the Government has made provision in the Estimates for anti-malarial measures, and the last Estimates show that down to the end of 1908 a total sum of \$107,500 had been expended on the draining of nullahs in various parts of the Colony. The estimated expenditure on this work in the current year is \$20,000, which may be taken as representing the average annual cost of this work in recent years—an expenditure which is amply justified by the gratifying decline of malarial disease parallel with the progress of this work. The average annual number of deaths from Malaria in the Colony for the quinquennium 1898-1902 was 526; and in the following five years the average yearly number fell to 386, although there was a large increase in the population during that period. The medical reports leave us in no doubt that the disease is most prevalent in the villages of Hongkong. It is shown in the returns for 1907 (the latest published) that there were 138 deaths from Malaria in the City of Victoria; 191 for the whole of Kowloon, and 203 in the villages. But the Government, quite rightly, commenced their campaign in the neighbourhood of the largest centres of population. Gradually the Public Works Department has carried the war against the mosquito east and west of the city, and no doubt in the natural order of progress the district of Shaikwan would receive due attention. Now that Colonel Bedford has called public attention to the serious character of the medical statistics of the small Garrison at Lyemun attention will doubtless be given by the Public Works Department to this district earlier than might otherwise perhaps have been the case. When we look at the police returns to which Colonel Bedford in his speech referred, we observe that there is one district in the Colony with an even worse showing than Shaikwan. That is Tsat-Tee-Mui where the percentage of Malarial cases from the police station worked out at 114.2 against Shaikwan's 88.8.

The value of the statistical information on the subject prepared annually by the medical department is plainly apparent, and while it is satisfactory to note that notwithstanding the exigencies of the financial position no reduction in the appropriation for anti-malarial measures was made this year, the plea made by Colonel Bedford will, perhaps, suggest to the Government the desirability of making every effort to enlarge this vote until the improvement which has been effected in the central districts of the Colony has been extended to all the outlying places where considerable populations reside.

All Mahomed, while under the influence of liquor, went into an opium den in Cheung King Street and proceeded to break the furniture. When called upon by the proprietor to desist he assaulted him, the result being that he was arrested and charged before Mr. J. H. Kemp at the Magistrate's yesterday. After hearing the evidence his Worship recorded a conviction and fined the defendant \$2 on a charge of damaging property and \$2 on a charge of assault. He further ordered him to pay seventy cents compensation.

The telegraphic announcement that the Archbishop of Canterbury has elevated the Ven. Archdeacon Banister to the new Bishopric of Hunan will be received by churchmen in Hongkong with mingled feelings of great gratification that he has been selected for the high office, and sincere regret that the appointment terminates his connection with the diocese of Victoria in which he has ministered for the last twelve years. Archdeacon Banister was ordained deacon in 1879, and priest in the following year. He then came out to China, being sent to Foochow, and was for some years located at Ku Chong in charge of a large missionary district with its manifold operations. In 1893 he was given direction of the Church Missionary Society's Theological College at Foochow, and remained there until 1897, when he was appointed Archdeacon of Hongkong by the late Bishop Hoare in 1902. Archdeacon Banister went home early this year on a well-earned rest, and it was thought that his health and advancing years would render it necessary for him to remain at home. We are glad to infer from the announcement made to-day that the Ven. Archdeacon's health happily offers no barrier to his return to the East. Archdeacon Banister appears as active and energetic as a man of forty though his age must be nearer fifty-five. What all who know him will feel was voiced by H. E. the Governor in a public speech a few months ago, when he said that Archdeacon Banister's retirement would mean that this Colony would lose a devoted and able man. He will however have the direction of church affairs over a district which has hitherto formed part of the diocese of Victoria, so we may expect to see Bishop Banister occasionally in Hongkong.

The number of cases tried at the Magistrate's during last year was 10,555 as compared with 13,414 in 1907, and the fines were \$68,396.43 as compared with \$67,133.25 in 1907.

At Kowloon City on Wednesday a now intoxicating beverage was responsible for one of the fiercest quarrels usually associated with fermented liquor. One cooie accused another of drinking too much of "master's tea." The accusation was indignantly denied, and the tea drinker emphasised his denial with the use of a chopper with which he attacked his accuser. He was arrested, charged before Mr. E. A. Hazell at the Magistrate's yesterday with assault, found guilty, and ordered to pay a fine of \$10, in default three weeks' imprisonment.

CORRESPONDENCE.

FLUSHING THE DRAINS.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Hongkong, 13th May.
SIR,—If we are not mistaken this is the season that all the street drains should be cleaned and flushed. The sooner it is started the better. One of these drains requires immediate attention and that is the one just at the foot of the steps leading to the lateral entrance of the R. C. Cathedral in Caine Road. The smell is getting more and more sensible to the passers-by and to the churchgoers. On sunny days it is unbearable. How is it that the Sanitary inspectors have not noticed this nuisance in their daily tours and compel us to report it by means of your paper?
The present system of drainage, if it is "scientific" is far from being hygienic. In the years gone by, if we remember rightly, the drains were less liable to be choked than they are now with this new system. That defective drains are the real source of epidemic diseases is a statement which will not be contested. Let the public authorities give the drains and the one mentioned in particular, their immediate attention.—Yours &c.

TRANSMUTES.

PREFERRED JAIL TO EXILE.

It would appear, from the number of Chinese who return to Hongkong before their term of banishment has expired, that Victoria Jail is a better place than China. This sentiment was voiced by a native who was arrested on Wednesday night for the fourth time for returning from banishment. When questioned by the police he told them that he would rather come back to Hongkong and go to jail than stay away from the Colony. The defendant, by name Ip Chik Fu, was arrested in May 1908 and sentenced to 21 days' hard labour for being a rogue and a vagabond. On expiration of his sentence he was banished to Canton, but was again discovered in the Colony in April of the following year. For disobeying the order of banishment he was sentenced to twelve months' imprisonment with hard labour, and when his term was served he was again banished. He was re-arrested here on February 18th, 1908, and went to jail for another six months' with hard labour after being given four hours' exposure in the stocks. Following this sentence he was again despatched to Canton, but, of course, or whatever his failing was, again induced him to return to the Island of Fragrant Streams. On Wednesday night an Indian Warder recognised him promanaging the streets. His arrest followed and he appeared before Mr. F. A. Hazell at the Magistrate's yesterday. His Worship, after hearing the evidence, sentenced him to six months' imprisonment and six hours' stocks.

SERIOUS FLOODS IN THE WESTERN RIVER.

Within the past few days there has been a great rise in the West River, and many places along the littoral have been flooded, including Shauhsing, Samshui, Saiwai and Fatsan. Embankments have given way and extensive damage has been done. At Samshui over two hundred houses are reported to have been washed away, and about twenty persons drowned. Over 10,000 persons are stated to be camping in the hills at Samshui, and relief is urgently needed.

Such a sudden flood has not been experienced at Fatsan for thirty years. The city was inundated so rapidly that the shopkeepers lost a great deal of their property. Only one life is reported lost at Fatsan. The flood here subsided on the 12th inst. as quickly it came.

H. E. the Viceroy of Canton has dispatched telegrams to the provincial officials to take measures to afford the sufferers relief and to report to him full details of the flood.
The Self-Government Society and the Red Cross Society have sent people with provisions to many of the districts affected.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 13th at 11.55 a.m.—The barometer has risen slightly in E. Japan and fallen elsewhere, particularly over China.

A depression appears to be developing over the Yangtze Valley, and pressure remains low over the Pacific in the neighbourhood of the Bonins.

Pressure is still high over N.E. Japan. Moderate N.E. and E. winds are expected in the Formosa Channel and to moderate E. and S.E. winds along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	E. winds, fresh to moderate; fair.
Formosa Channel	N.E. and E. winds, moderate.
South coast of China between Hongkong and Lianchoo	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

TELEGRAMS.

[Protected by the Telegraphic Messages Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

SIR ROBERT HART.

LONDON, May 12th.

The "Times" states that Sir Robert Hart intends to return to China almost immediately if his health permits.

THE TEACHING OF JAPANESE.

LONDON, May 12th.

A lectureship for the Japanese language is being created at Oxford.

BISHOPRIC FOR ARCHDEACON BANISTER.

LONDON, May 12th.

The Archbishop of Canterbury has elevated Archdeacon Banister of Hongkong to the new Bishopric of Hunan.

[This new diocese, we understand, is carved out of the diocese of Victoria and embraces the southern portion of the province of Hunan and the northern part of the province of Kwangsi.]

THE STRIKE IN FRANCE.

LONDON, May 12th.

The Paris strike hangs fire. Only a quarter of the employees has struck, and the postal business is proceeding normally.

The telephone service is uninterrupted.

LONDON, May 13th.

A dispatch from Paris states that the Cabinet has decided to dismiss 228 postal employees.

M. Barthou has stated that the service is normal and that it is unnecessary to resort to exceptional measures.

THE BUDGET.

LONDON, May 13th.

The House of Commons has voted the land taxes resolution of the Budget.

[The message, as received, gives the vote as 50 to 110. Obviously an error has been made in transmission.]

BOXING AT THE CIRCUS.

Last night the Hippodrome Circus gave their farewell performance at Causeway Bay, and as usual the numerous teams on the programme were heartily cheered. The main attraction, however, was the boxing contest between Grannan (Arundel) and Bedbrook, both of the 8th Co. R.G.A. After a few rounds of sparring the opponents settled down to work, and eight lively rounds followed. Arundel's right playing havoc with his opponent, while Bedbrook retaliated with right and left drives. Both men were "fit" at the end of the tenth round when the decision was given a draw; it being announced that the commanding officer had forbidden the pugilists to fight more than ten rounds. Mr. P. Crook acted as referee, and Mr. S. Kelly as timekeeper.

WONDERS OF RADIUM.

Continuing his lectures on the "Properties of Matter," at the Royal Institution Professor Sir P. G. Thomson, of Cambridge, observed that the theory of the structure of atoms and molecules, the old units of physics and chemistry, had been placed on a new footing by the discovery of radio-active substances. From the atoms of radium, most potent of these elements, energy was given out exceeding anything which men of science had previously been acquainted. Radium, in its breaking up, emitted a million times as much energy as was produced by the combination of an equal weight of oxygen and hydrogen, moving with one-tenth the velocity of light—or about 18,000 miles per second. Whence came this amazing amount of power was a most interesting question. The condition of a ship exposed to the fire of Dreadnought's would be child's play compared with the condition of an atom exposed to a battery of these particles. If they imagined a town exposed to a bombardment of shots as large as houses, a moving a thousand times more quickly than any missiles ever shot out of a cannon, they would have some idea of the condition of a gas exposed to the bombardment of radium.

LATEST STEAMER MOVEMENTS.

The E. & A. str. Empress left Sydney on the 11th inst. for this port (via Queensland Ports and Manila).
The Austrian Lloyd's str. E. F. Ferdinand left Singapore for this port on the 12th inst. and is due here on the 18th inst.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEATREY LUGARD K.C.M.G., C.B., D.S.O.

H. E. COLONEL DARLING, R.E. (General Officer Commanding)

Hon. Mr. F. H. MAY, C.M.G. (Colonial Secretary)

Sir HENRY BERKELEY, K.C. (Acting Attorney-General)

Hon. Mr. A. M. THOMSON (Colonial Treasurer)

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works)

Hon. Mr. A. W. BREWIN (Registrar-General)

Hon. Mr. F. J. BAILEY, (Capt. Superintendent of Police)

Hon. Dr. HO KAI, K.C., C.M.G.

Hon. Mr. WEI YUK, C.M.G.

Mr. C. CLEMENT (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Governor laid on the table the following papers:—

Financial statement for the year 1908, Report of the Police Magistrate's Court for the year 1908, Report of Queen's College for the year 1908, Report of the Kowloon-Canton Railway, British Section.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of H.E. the Governor laid on the table the following papers:—

Financial Minutes Nos. 13 to 17, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of H.E. the Governor laid on the table the report of the Finance Committee (No. 2), and moved its adoption. In doing so he said:—

In connection with this I have to inform your Excellency that on the vote for compensation for 35 opium divans closed this year being brought before the committee, two of the unofficial members raised the question as to whether this compensation would be paid by the Colonial Government. I explained that His Majesty's Government would pay a portion at any rate, of such loss as may be incurred, but that such losses did not involve losses incurred during the current year owing to the small number of opium divans being closed. The committee, Sir, did not oppose the vote, which was formally passed.

HIS EXCELLENCY—Gentlemen, in connection with what the hon. Colonial Secretary has just said regarding the criticism which was made at the last finance meeting on the vote for \$11,000 odd compensation to divan licensees, I would remind you that on the 11th March last I read to the Council the words in the despatch of the Secretary of State which referred to this subject, and which you will find on page 9 of Hansard: "The Imperial Government deferred deciding the whole of the divans at once, as they had originally announced their intention of doing, and they promised that they would proceed gradually with the policy which His Majesty's Government had decided to adopt. They also agreed to pay a substantial part of any loss which might occur in this Colony through the carrying out of that policy. But they made this condition: that whatever compensation may be found to be equitably due to the holders of these licenses will be provided from Colonial funds; that is to say, the licensees who would no longer have a renewal of their licenses, during the current year. It was part of the arrangement that was made with the Imperial Government under which we were to receive a substantial part of any loss which might occur in this Colony; and secondly that we should retain the bulk of the divans for the current year until the farm contract should expire on 31st March next. We cannot repudiate our part of the pledge, and yet claim the fulfilment of the promise made by the Imperial Government; the two things hold together. And His Majesty's Government describe the obligation which we undertook to pay the licensees, together with the decrease in the number of divans which the farmer should be allowed to draw, as an earnest of our co-operation in the policy of His Majesty's Government. When I made the announcement in the Council of the decision arrived at by the Imperial Government, it was received with applause by hon. members, and I think that in view of the consistent attitude which His Majesty's Government has adopted with regard to this question, and in view of the large sacrifices made in India and other Colonies, that we have no ground of complaint, especially as no undue burden is laid upon the Colony by the adoption of this policy. I would remind you all that the Colony of Hongkong has repeatedly declared itself ready and anxious to support the Imperial Policy. An honorable and learned member of the Council, who is not here, I am sorry to say, to-day, remarked in the debate last May, or, at any rate, he inferred that provided His Majesty's Government adopted the policy *pari passu* with China, he was in favour of supporting it. The senior unofficial member, speaking in the name of the Chinese, went even further, and advocated the abolition of all divans in the Colony. The Chamber of Commerce, which is supported by an hon. member who is not here this afternoon, supported a resolution which I was asked to forward to the Secretary of State, to the effect that while deprecating any sudden and drastic measures, they would loyally support

a policy of gradual reduction. I trust, gentlemen, this explanation is sufficient, and that the Council will not desire it should be understood by His Majesty's Government that we repudiate the views which have been recorded in this Council, and of which the Secretary of State has been informed.

The COLONIAL TREASURER seconded, and the motion was agreed to.

WIRELESS TELEGRAPHY.

HIS EXCELLENCY—The honorable and learned member who is absent from Council to-day [the Hon. Mr. Pollock] asked on March 11th whether the Government could make any arrangements for signalling typhoons by Wireless Telegraphy from the Pratas Islands, and whether the Government had any information to communicate on this subject. In reply the Hon. Colonial Secretary informed the Hon. Member that if he would repeat his question in three or four weeks' time I hope to be able to reply more fully. The Hon. Member has not formally repeated his question, but I take it hon. members desire the information. The reason why this Government is unable to take any steps—putting aside the question of cost—to erect a Wireless Station on the Pratas Atoll is because the islands are claimed by China. I have, however, acquainted the Chinese Government through the British Minister at Peking with the importance, which would attach to a Typhoon Signal Station on the island, not merely to Hongkong but to the Southern Coasts of China.

WORKMEN'S CARS.

The COLONIAL SECRETARY moved the following resolution:—"Resolved that the Resolution regarding the running of Workmen's Cars by the Hongkong Tramway Electric Company, Limited, now known as the Electric Traction Company of Hongkong, Limited, passed by the Legislative Council on the 21st day of June 1906 be and the same is hereby rescinded."

In doing so he said:—In that resolution, Sir, provision was made for the running of certain workmen's cars in the early morning. These cars, Sir, have been found not to be patronised by the class for whom they were intended, and accordingly it has been suggested that a system of punch tickets at a rate of two cents a ride should be afforded to workmen and others between the hours of 5.30 to 7.30 in the morning and 4.30 to 6.30 in the afternoon. It is hoped, Sir, that these punch tickets will be availed of to a larger extent than were the cars. The Government at the same time reserves the right, if the punch tickets are not a success, to revert to the workmen's car system.

Hon. Dr. HO KAI—Sir, I am not opposing the resolution, but I want to know whether the arrangement which the Hon. Colonial Secretary has told us of the institution of punch tickets, is on record; and if so, whether it is binding on the Company. Otherwise, if we pass this resolution this Company may make variations with regard to the punch tickets, and where are we? I desire to know whether it is on record, and whether it is binding on the Company. If it is binding, I will be one to support it.

The COLONIAL SECRETARY—The arrangement is on record in writing. Of course if the Company went back on the arrangement, the remedy would be to re-impose the workmen's cars, but I think there is no danger of that. The Company desire to give this the fairest chance.

The resolution was agreed to.

KOWLOON-CANTON RAILWAY.

HIS EXCELLENCY—Gentlemen, before proceeding to the business of the day, I have to make a statement regarding the progress of the railway. There is, amongst the papers laid on the table this afternoon, first a report by the chief resident engineer, and in connection with that report you will no doubt notice that the various departmental reports which have been laid on the table this afternoon are not in the usual form. They do not bear the heading "Laid before the Legislative Council," but they have an appendix with a letter at the outset. The reason of that slight alteration is that we propose in future to somewhat condense these departmental reports and publish them as a small volume, which will be laid as one document before the Council. But in order not to further delay these reports, such as are already printed have been laid this afternoon. On February 6th last I made a statement to the Council as to the progress and the financial position of the Canton-Kowloon railway. And again, when introducing the estimates on 24th December last, I reported such progress as had taken place in the interval, and I promised that I would make an annual report to the Council, both as regards finances, and as regards progress of the railway and the liability which we are incurring in respect of it; and the ways in which these liabilities are being met. I much regret the delay in presenting this annual report and laying this statement. I had hoped it would be ready at one of the earlier meetings of the year. We have no resolution this year before Council for votes for the construction of the railway during the year, because, under the new financial instructions, which have been lately received from the Colonial Office, the requisite funds for the construction during the year are included in the annual estimates. I propose, however, to follow the course I did last year, and to give you as full a statement of events connected with the railway as I can, and I will endeavour to make as clear as possible, the situation both as regards expenditure and the prospects both as regards time and date of completion. And I hope that I shall be able to amplify the report of the chief resident engineer, and draw your attention to the significance of the figures. I will deal first with the expenditure, and I am sorry to say it is not an exhilarating subject. We first of all had an estimate by Mr. Bruce which amounted to \$5,053,274. That estimate

as I explained in my former statement, was a very rough one. It was based on a very rough preliminary survey and included no calculation of quantities and many important items such as rolling stock, workshops, etc. It was accepted as a rough estimate by my predecessor when the railway first began. The first full estimate that we had from the chief resident engineer, appointed by the consulting engineers, was in June 1907. That amounted to \$8,003,442. It did not include any provision for rolling stock or for workshops, because at that time it was impossible to know exactly what rolling stock would be required, and whether or not we should require any workshops. At the end of the same year, December 1907, a further estimate was submitted to the Council, which amounted to \$9,860,233. Provision for rolling stock was included, and that estimate also includes the cost of the resumption of the deep sea wharf in the neighbourhood of Blackhead's Point, but it still did not include any provision for workshops as the subject was still under discussion. The provision made in that estimate for land was also somewhat vague. No final decision had been taken as regards the site for the terminal station. The estimate which is included in the papers laid this afternoon, amounts, as you will see, to \$11,004,123. This includes workshops and all items, but it is still possible that the land resumption may not be fully adequately provided for, as all matters in connection with that subject are not yet finally concluded. The excesses of this estimate over the one which was laid before the Council in December last amount to \$1,143,845, but if you turn to column E on page 10 of the report, in which the figures in italics represent savings, you will see that of this total sum \$996,409 are represented in the cost of the tunnel. \$120,000 of this excess is provided for workshops, and there remains a balance of \$27,436 which is distributed over various items. But you will see also in the later estimates that there is a great variation of the figures from those contained in the estimate of last year. There is a saving of \$82,400 for rolling stock, and \$51,700 in ballast and permanent way, making a total of \$134,000 saving on those two items. This is met by an excess of \$90,000 on salaries and \$45,000 on accounts, making \$135,000. Bridges show an excess of \$47,261, half of that is met by savings on various items, and the other half goes to complete the total excess in the estimate of \$1,443,000. These large over and under estimates are most unsatisfactory, and they show that the figures which have been supplied have not been reliable. But at the same time I would remind you that the more question of estimates does not mean a reflection on British engineering. It is due purely to the fact that we are engaged in constructing a tunnel such as has not been undertaken in this part of the world before, and under which the conditions both as regards labour and as regards explosives were extremely difficult to foresee. The variations also under the estimate are in part due to the fact that all the data of the railway were not known, and indeed are not known fully yet. And even had the railway been in the hands of contractors there would have been many items included for which supplementary estimates would have been required. Nevertheless, we have this fact: that this tunnel will cost nearly a million more than the estimate given to us at the end of last year, and that in spite of the fact that the engineers had acquired already a year's experience in dealing with the conditions under which the tunnel had to be constructed. During the year that is passed, the quality of the labour has greatly improved. The coolies have become more efficient, and understand the work better. We have been able to engage a number of coolies returned from South Africa who have been trained miners, and have been a great acquisition to work in the tunnels. There has been less sickness and fever. The tunnel has been found to be approximately 44 feet less in length than it had been anticipated, owing to an error in the original triangulation. These causes have reduced the cost per foot in a very remarkable degree. You will see on page 2 a very striking statement in this connection. The heading cost per foot in 1907 \$194, which has been reduced to \$70.04. The enlarging in 1907 cost \$275, which has been reduced to \$140.86; the breaking-in was \$221 and has been reduced to \$115.54. Now, if it were not for these very large reductions per lined foot the excesses would have been something I dread to calculate. Obviously it is beyond my personal control to see whether or not the estimate formed by the engineers is adequate. The staff which has been employed has been reduced wherever it has been possible to do so without detriment to the efficiency of the work. The medical arrangements, which are practically carried out by Government, have increased enormously. Everything, in fact, that the Government has been able to do has been done. The cost of the tunnel—I speak of the big tunnel only; you will of course recollect that this includes the smaller one as well as the large one—is estimated as you will see in the report, at \$5,000,000. Its length is 7,212 feet, which works out at \$416 per foot; that is to say \$2,196,342 a mile, or in round figures about \$200,000 a mile. If we add to that, charges for the permanent way and the general charges of the railway, you will see that the cost of this tunnel is not less than one-third of the general charges of the railway. As regards the special difficulties which have been met with, and which are held accountable for this large increase, I refer you to the report, in which you will see what the chief resident engineer has to say on the subject. The excess over the estimate in December 1907 is in part due to the fact that we are completely lining the tunnel throughout. It had been hoped that in certain sections where the rock is exceedingly

Chinese. I may add too, that the carriage will cost something less than half what had been estimated, for the amount placed on the estimates had been calculated on the basis of carriages for the Shanghai railway, and we find by adopting a less expensive model we can reduce the cost from about \$2,000 per carriage to \$1,600. As regards earthwork, under the estimate at the end of 1907 the chief resident engineer already anticipated a saving of over \$140,000 in the estimate made in the previous June. Out of this saving, \$35,000 will be allocated to a reduction in the slip in the big cutting at the head of Hunghom Bay. This cutting is about 210 feet deep, and the engineers consider that looking to the very pliable nature of the ground it is unsafe to allow the slip to stand without some further precautions to avoid landslips which may block the line for a period of several months. \$110,000 is devoted to the prolongation of the sea wall from the storm water drain to Blackhead's Point. This had long been decided upon but it was not included in the original estimates because no definite decision had been arrived at as to its exact location. It had originally been intended to make the wall in straight line to Blackhead's but it was set back in order to effect a substantial saving by constructing the wall in shallower water. \$40,000 are also required, which I hope will be met from the saving in earthwork, for cutting off the corner on Signal Hill in order that the railway might obtain a proper curve in approaching Kowloon Station. I turn now to the more pleasant task of reporting the progress which has been made upon the railway during the past year. I think we can describe it as satisfactory on the whole with the exception perhaps of the big cutting at Hunghom and the reclamation for the station yard which are let to contract to Messrs. Leigh and Orange. As there was the prospect that the time for this would be much exceeded we entered into negotiations with them in order to obtain the use of what is called the overland route construction line which they have made and also in obtaining access to certain areas under reclamation in advance of the completion of the contract. By obtaining running powers over the construction line we should facilitate the opening of the railway at a very much earlier date than would otherwise have been possible. In return we have allowed them twelve months' extension of the time for the big cutting which, as I have said, will not delay the opening of the railway. It will be opened over the overland route and they have consented that the penalties for exceeding the contract time shall be waived. We have also given them two new contracts at rates which will be remunerative to them, one the Gascoigne Road bridge and the other in the neighbourhood of Yau-mai Station. It will be possible, in open the line before the big reclamations are completed. The tunnel progress has been good. On 31st December 1907 3,168 feet had been driven and 465 feet had been lined, and on 31st December last 5,644 feet had been driven and 2,730 lined. The progress in 1907 was 40.27 feet per week. Last year it was 38.15, an increase of some 60 per cent. in spite of the fact that during the great part of 1907 we were working on four faces whereas in 1908 we were only working on two. I have already told you how greatly the cost per foot has been decreased and how the progress has been much more rapid. We hope the headings will be through within the next two or three days. For this work very great credit is due to Mr. Wainwright, the tunnel superintendent. We hope the tunnel will be lined and finished by the end of the year and that the permanent way will be laid and the line opened by May 1910. We found it advisable to have a small flag station at Tai-po market in order to attract some additional traffic, and a small station will also be built at Lo-fu ferry near the frontier. None of these items were included in the original estimates. I may also say that the jetty at Tai-po will be lengthened so as to carry it into deep water, and by this we hope to acquire considerably more traffic from across the bay. The cost of these three items is small and will be met without increasing the estimates, by abolishing high platforms at the small intermediate stations which are not considered necessary. After much discussion with Mr. Barry when he was here it was decided that the small workshops which would be necessary should be placed on the Crown land at the head of Hunghom Bay. It is considered that the building and plant will not cost more than \$120,000, which is now included in the estimates. After much discussion it was also decided to locate the terminal station on land near Salisbury Road where it would be near the various piers where passengers and packages would be landed, and more central. It would leave the deep water anchorage free for ocean going steamers. This will involve some land resumption which I think will be worth doing in order to acquire the advantages which I have just named. It is not possible to say what the cost of these resumptions will be because it will involve a considerable amount of adjustment between the Colonial Government and the railway accounts. The report of the medical officer is very satisfactory. Cholera, beriberi, and dysentery at the tunnel have decreased by 50 per cent. This is due to better organisation and to better methods. The number of coolies employed on the railway throughout the year per day was 5,244. Both sections—the section and the Chinese section—are now well advanced, and we hope before long to undertake negotiations for a joint working agreement. I think gentlemen, that covers all the points on which you are likely to feel interested in the work during the past year or the prospects in the future.—(Applause.)

DEMUNICIPALIZATION OF POSTAGE STAMPS.
The ACTING ATTORNEY GENERAL moved the Second reading of a Bill entitled "An Ordinance to demunicipalize Postage Stamps bearing the Head of Her late Majesty Queen Victoria."

The COLONIAL SECRETARY seconded and the motion was agreed to.

CHILDREN'S ORDINANCE AMENDMENT.
The ACTING ATTORNEY GENERAL moved the First reading of a Bill entitled "An Ordinance to amend the Law with respect to Children and Young Persons."

The COLONIAL SECRETARY seconded and the motion was agreed to.

LARVARY ORDINANCE AMENDMENT.
The ACTING ATTORNEY GENERAL moved the first reading of a Bill entitled "An Ordinance to amend the Larvory Ordinance, 1865."

The COLONIAL SECRETARY seconded and the motion was agreed to.

PUBLIC HEALTH ORDINANCE AMENDMENT.
The ACTING ATTORNEY GENERAL moved the second reading of the Bill entitled "An Ordinance to amend The Public Health and Buildings Ordinances 1903-1908."

The COLONIAL SECRETARY seconded.

LIFE INSURANCE COMPANIES ORDINANCE AMENDMENT.

The ACTING ATTORNEY GENERAL moved the Second reading of the Bill entitled "An Ordinance to amend The Life Insurance Companies Ordinance, 1907. In doing so he said: The bill effected certain amendments in the Life Insurance Ordinances recommended by the actuary."

The COLONIAL SECRETARY seconded and the motion was agreed to.

The Council then went into committee to consider the Bill clause by clause, and on Council resuming the bill was reported as having passed through committee.

AMENDMENT OF CODE OF CIVIL PROCEDURE.

The ACTING ATTORNEY GENERAL moved the Second reading of the Bill entitled "An Ordinance to amend The Code of Civil Procedure. In doing so he said—Its principal purpose is to secure uniformity in the mode of procedure. It also provides for the payment by a plaintiff of the cost of keeping a defendant in goal. At present a creditor who imprisons a debtor on execution judgment has to pay for the keep of the debtor in prison, but for some reason no similar provision was made that a plaintiff should bear the cost of the keep of the defendant whom he imprisons in order to compel him to answer a complaint against him. This bill makes that necessary provision."

The COLONIAL SECRETARY seconded and the motion was agreed to.

The Council went into committee to consider the Bill clause by clause, and on resuming it was reported that the bill had passed through committee.

EVIDENCE ORDINANCE AMENDMENT.

The ACTING ATTORNEY GENERAL moved the Second reading of the Bill entitled "An Ordinance to amend (The Evidence Ordinance, 1899. In doing so he said—This bill has been necessitated by the fact that section 40 of the Evidence Ordinance 1899 contains some errors in description. In that section the word Governor is used where the words His Majesty the King should have appeared. This Ordinance is intended to set right this and other modes of description which are not altogether inaccurate."

The COLONIAL SECRETARY seconded and the motion was agreed to.

The Council went into committee to consider the Bill clause by clause. No amendment was made.

On the Council resuming, the bill was read a third time and passed into law.

AMENDMENT OF WIRELESS TELEGRAPHY ORDINANCE.

The ACTING ATTORNEY GENERAL moved the Second reading of the Bill entitled "An Ordinance to amend The Wireless Telegraphy Ordinance 1903. He said—The bill is a very short one. Its object is to confer powers on the Governor to make regulations as to the use of wireless telegraphy by merchant ships, British or foreign."

The COLONIAL SECRETARY seconded and the motion was agreed to.

The Bill passed through committee without amendment and was afterwards read a third time.

MERCHANT SHIPPING ORDINANCE AMENDMENT.

The ACTING ATTORNEY GENERAL moved that the Council go into committee on the bill entitled "An Ordinance further to amend the Merchant Shipping Ordinance, 1899."

The COLONIAL SECRETARY seconded and the motion was agreed to.

The ACTING ATTORNEY GENERAL stated that clauses 9 and 13 were reserved at the last meeting for consideration, but as he had amendments to propose to other clauses as well as these two clauses, the bill would need to be reconsidered.

The COLONIAL TREASURER pointed out that the members interested in shipping were absent and it might be as well to postpone consideration of the bill.

The ATTORNEY GENERAL agreed and consideration of the bill was postponed.

THE PEAK TRAMWAY.

The last order of the day that the Council go into Committee on the Bill entitled "An Ordinance for authorizing the construction of a tramway within the Colony of Hongkong, was not proceeded with."

His EXCELLENCY—The Council stands adjourned until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards—the COLONIAL SECRETARY presiding. The following votes were passed:

ADDITIONAL OFFICE ACCOMMODATION.

The GOVERNOR recommended the Council to vote a sum of Five thousand four hundred and fifty Dollars (\$5,450) in aid of the vote Public Works, Extraordinary, Extension of Old Stables to provide Additional Office Accommodation required for Public Works Department.

STOCKTAKING.

The GOVERNOR recommended the Council to vote a sum of Two thousand two hundred and thirteen Dollars (\$2,213) in aid of the vote Public Works Department, Other Charges, Fees, etc., for stocktaking of stores.

The CHAIRMAN—This is to pay for an outside form for auditing and stocktaking the stores of the Public Works Department.

HON. DR. HO KAI—Is this to be an annual thing?

The CHAIRMAN—It ought to be done at least once every two years.

CONVEYANCE ALLOWANCE.

The GOVERNOR recommended the Council to vote a sum of Ninety Dollars (\$90) in aid of the vote, Medical Departments—C., Institutes, Other Charges, Bacteriological Institute and Mortuaries, Conveyance Allowance to Bacteriological Assistant.

OFFICE CHARGES.

The GOVERNOR recommended the Council to vote a sum of two hundred and seventy dollars (\$270) in aid of the vote, Colonial Secretary's Department and Legislature, Other Charges, Typewriter.

LAUNCH REPAIRS.

The GOVERNOR recommended the Council to vote a sum of three hundred and two dollars (\$302) in aid of the vote, Medical Departments, A.—Staff, Other Charges, Health Officer of Port, Repairs to Launch.

THE O.S.K. AND THE TRANS-PACIFIC TRADE.

The Omska Shosen Kaisha, in their preparations to capture a share of the Trans-Pacific carrying trade writes a correspondent, appear not to have overlooked any detail in the arrangement of their new vessels intended for that run, so as to secure their working under the most advantageous conditions.

The ss. *Tacoma Maru*, which is the first of a series of six new steamers designed for the O.S.K. American Line, is now nearing completion, and at her trial trip held in Kobe on the 19th April she developed a speed of over fourteen knots, with loading on board of 4,000 tons deadweight. It was shown that to maintain a speed of 12 knots the coal consumption would be only 4 tons a day, which is indeed a great saving in the expense for fuel. The steamer's cargo capacity, first estimated for 7,100 tons deadweight, is now found, on her completion to be able to cover 7,700 tons, as the bunker space first allowed could now be utilised on account of the lesser consumption of coal now found required. The following are the particulars of the *Tacoma Maru*—Built by the Kawasaki Shipbuilding Co., Kobe, Japan, her dimensions are: Length 364 ft., breadth 51 ft., 3 in. Depth 32 ft., 6 in.; tonnage: Displacement—12,000 tons, Gross Reg.—6,178 tons, Net Reg. 5,833 tons.

She is classed at Lloyd's, 100 A. 1; has twin screws, and a speed of 15½ knots per hour. She is electrically lighted and steam heated throughout. It is thus officially described—"Two-decked under Japanese Government's and Lloyd's three deck rule with forecastle, long bridge deck and poop, steel deck house on bridge and bust decks. Two masts, fore and aft rig. Cellular double bottom throughout with a deep tank aft the engine room. Seven watertight and two screen bulkheads, deep flaming, wide spaced tubular pillars, steel upper and main decks, and steel lower deck in No. 1 Hold. Engines: Two sets triple expansion engines. Load Draft, 25 ft. (in. Passenger Accommodation: Steerage—200 berths, cabin—a limited number can be accommodated. Sunk, Treasure and Parcel rooms provided. An extra cargo derrick capable of lifting 30 tons is equipped, besides an ordinary one."

Briefly, the superior points of the O.S.K. new Trans-Pacific steamers may be summed up as follows:—(1) A fair speed, in comparison with ordinary freighters. (2) Special up-to-date appliances for cargo working, including an extra derrick capable of lifting up to 30 tons, weight. (3) Superior accommodation for steerage passengers situated amidships. (4) Strict regular service to be maintained, under Japanese Government Contract.

It is anticipated that the *Tacoma Maru* will be in Hongkong in the latter part of June, and will be despatched on her maiden trip to Tacoma via Shanghai and Japan ports on or about 3rd July.

The second steamer nearing completion, ss. *Seattle Maru* was successfully launched at Kobe on the 3rd May.

NON-ASTICINE CLOTHING FOR TROPICAL COUNTRIES.

It is by now a familiar theory that we ought to wear red clothing in tropical countries to ward off the evils of the sun's actinic rays but beyond seeing a few people with red linings to their tops we have not often seen the theory carried into practice. Possibly it is the tailors' fault for they never seem desirous of clothing their customers in scarlet, but in the future they will have less excuse. According to Chamber's Journal, a new fabric has now been produced for underclothing in accordance with established scientific principles. It is built up of threads alternately red and orange; but the pronounced appearance is red, the two colours thus combined providing a medium for absorbing the pernicious actinic rays. The combination of the two tints is so effectively accomplished that the non-actinic rays that pass through exercise no harmful effects upon the body whatever. Moreover, the material being made of a porous character, although the actinic rays are absorbed in their path, the pores of the skin have access to the air through the cells in the fabric; so that although one may be industriously working in a sweltering sun no discomfort is experienced. This sounds like a guarantee against puffy heat, sun-stroke and all sorts of complaints, but we have only the testimony of Chamber and Central America to go by and we should like to hear of experiments with it in India. —*Times of India*.

THERE IS SKILL AND THOROUGHNESS OF CONSTRUCTION

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR THIS CLIMATE.

ROBINSON PIANO CO., LTD.

[36]

OPIMUM CULTIVATION IN INDIA.

THE GROWING PREFERENCE FOR OTHER CROPS.

We have already noticed the decline in popularity of opium cultivation in the Behar and Benares Agencies, (writes the *Yonker*) and the annual report by the Bengal Board of Revenue shows in detail the reasons which influence the ryot in preferring other crops to that of the poppy. Unfavourable seasons, the rise in prices of food-grains and the fearfulness of labour have all contributed to bring about a change. The average area cultivated has steadily diminished, and the villagers no longer look to the poppy plot to put money into his pocket, whatever may be the character of the seasons. Mr. Shirres, who took charge of the Behar Agency last October, draws attention to the fact that price paid to the cultivator for opium has remained fixed since 1894, while the price of other agricultural produce has risen. As regards rice in North and South Behar its average price from the ten years ending with 1894 was Rs. 3-2, or 25 per cent higher. It is the case of barley, which is said to compete more directly with opium, the increase averaged 17 per cent. But this does not show the great rise in the last two or three years. In 1906 and 1907 the prices of rice and barley were actually 70 and 55 per cent, above the decennial average of 1894-94 and last year the figures were higher still. Mr. Shirres says—"On the plots close to his dwelling the ryot raises his most valuable crops, namely, tobacco, chilies, potatoes, mustard, etc., and all these things are direct rivals of opium. Barley and wheat are also mentioned in the reports as competitors, and sugarcane competes indirectly by using up manure. It is said also that Java indigo is frequently ousted from its place for the poppy plant remains in the ground for two years, and cannot therefore be grown as an alternating crop. One of the opium officers goes so far as to say that any crop now pays better than poppy, and this would really seem to be the case. It is clear from these statements that Government will have no difficulty in restricting the area under poppy in Behar, and that the cultivators will willingly fall into line in the matter. The less productive lands will no longer be licensed and the poppy crop dwindle to small dimensions. In favourable seasons, when the rainfall is good, the crop will probably pay a fair return, but so long as the prices of other products remain high there will be none of the old eagerness to cultivate the poppy."

PEKIN SYNDICATE ACTIVITY.

Pekin Syndicate shares were active yesterday, and, as we pointed out in our Stock Market article, the buying seemed to emanate from the Continent. There was a rumour that this buying was due to the probability of the reclamation Continental holders coming to terms in the near future, and withdrawing their opposition to the unification scheme. In any case, of course, the bill having fallen through, a fresh scheme will have to be brought forward in time for the next Parliamentary Session, but it is not likely to differ very materially from that which recently so nearly succeeded. Yesterday's buying, on the other hand, may have been due to efforts on the part of the Continental group to consolidate their position in opposition, as they must know that many English share holders did not take the trouble to vote at the last meeting, and only some 13,000 more votes were required to carry the scheme.—*Poll. Mail Gazette*, April 20th.

MINISTER'S NOVEL DEVICE.

The minister of a certain church in an Indian town has hit on a novelty in the way of advertising the subject of his sermons. He arranges with a dozen of his most ardent supporters to ring up four telephone subscribers each on the Saturday night, and to announce the subject of the discourse for the following Sunday. At the same time, the initiator of what is called the "telephone chain" asks of those to whom he has spoken to ring-up four others. It will not consent, the initiator is bound to persevere until he does obtain the consent of four. By this method of importunity the church has been filled to overflowing on Sunday nights. The Telephone Company, however, finds that when it approaches the "chain" approaches completion, there is more work than its staff can conveniently handle, and the extra staff has to be brought back. Indeed, the manager of the Company has stated that 9 p.m. on Saturday is the busiest moment of the week. Apparently, the telephone staff is not numbered among the overflowing congregation.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

SHIPPING.

ARRIVALS.

DANJIMARU, Japanese str., 2,368, J. Yamada, 13th May—Mitsui Bussan Kaisha.

BENJAMON, British str., 1,735, P. Sutherland, 13th May—London via Singapore 7th May, General—Gibb, Livingstone & Co.

BINGO MARU, Japanese str., 3,875, A. Christensen, 13th May—Singapore 7th May, General—Nippon Yusen Kaisha.

CHIPSINGO, British str., 1,199, F. Mooney, 12th May—Tientsin, Chefoo & Wei-hai-wei 5th May, General—Jardine, Matheson & Co.

CHITVEN, Chinese str., 1,177, C. Stewart, 13th May—Shanghai 8th and Swatow 10th May, General—C. M. S. N. Co.

HEIM, Norwegian str., 753, A. Erickson, 13th May—Bangkok 5th May, Rice—Yuen Fat Hong.

KINSHIRO, German str., 646, Ipalid, 13th May—Hohow 12th May, General—Jobson & Co.

NANJANG, British str., 2,591, F. M. B. Lake, 13th May—Yokohama, Kobe and Moji 8th May, Coal and General—Jardine, Matheson & Co.

KYELD, Norwegian str., 13th May—Canton.

SUNOKIANG, British str., 987, G. H. Pennefather, 12th May—Hohow 9th May, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
13th May.

Bourbon, French str., for Saigon.

Chipsing, Norwegian str., for Swatow.

Dagun, Norwegian str., for Daini.

Falton, British str., for Swatow.

Signal, German str., for Swatow.

Yavola Maru, Japanese str., for Manila.

DEPARTURES.

13th May.

ASHUI, British str., for Canton.

CHITVEN, Chinese str., for Canton.

DUPAI, Norwegian str., for Shanghai.

J. DIEDERICHSEN, German str., for Hohow.

KIANG PING, Chinese str., for Canton.

KYELD, Norwegian str., for Chefoo.

LIOTING, British str., for Singapore.

SELTA, Norwegian str., for Kobe.

SEXTA, German str., for Amoy.

YINGCHOW, British str., for Shang.

SHIPPING REPORTS.

The Chinese str. Chitven reports: Light variable winds and fine weather.

The British str. Namung reports: Moderate Northerly wind and sea, fine to misty weather.

The British str. Sunghing reports: Light variable breeze overcast and showery weather to Manila, thence light to moderate N.E. fine cloudy weather slight sea.

The British str. Chipping reports: N.E. promontory to 36 degrees N, light variable winds, for at intervals, light to 36 degrees N to Tung Yung, light S. Westerly wind and fine clear weather. Tung Yung to Fort, fresh to moderate N.E. wind, hazy weather fine throughout.

VESSELS IN DOCK.

May 13th.

ABERDEEN DOCK—
Kowloon Dock—Y. Soutuo, Signal, Teh Hing, Soudia, Sui An.
COSMOPOLITAN DOCK—
TAIKOO DOCK—Lham, Tansui, Shantung, Maple Leaf, U.S.A. Sana.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (Direct)
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRITISH
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE AND ADRIATIC
Ports).

THE Company's Steamship
"CHINA,"
Captain Bergallan, will be despatched as above
on or about 25th inst. at Noon.
This steamer has special accommodation for
passengers, electric light and carries a doctor
and stewardess.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents,
Princes' Buildings,
Hongkong, 6th May, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND
LAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"ALDENHAM,"
Captain St. John George, will be despatched as
above on WEDNESDAY, 25th inst. at Noon.
This well-known steamer is specially fitted
for passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.
This steamer is fitted throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To ensure the additional comfort of
passengers the Steamship of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTONE & Co.,
Agents,
Hongkong, 10th May, 1909. [72]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Bluff Point. 3 From Bluff Point to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	PERA	Brit. str.	—	W. W. Cooke, R.N.	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	McGregor	McGregor Bros. & Gow	About 19th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Hildebrandt	Hildebrandt	About end of May.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Y. Hoff	Y. Hoff	On 20th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Eckhorn	Eckhorn	On 17th June.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Sellier	Sellier	Middle of June.
LONDON & ANTWERP	BLERNA	Brit. str.	—	S. J. G. Parsons	S. J. G. Parsons	On 25th inst., at 1 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Solmer	Solmer	On 26th inst., at D'light
LONDON & ANTWERP	BLERNA	Brit. str.	—	N. Nielsen	N. Nielsen	On 8th June.
LONDON & ANTWERP	BLERNA	Brit. str.	—	F. E. Cope	F. E. Cope	On 9th June, at D'light
LONDON & ANTWERP	BLERNA	Brit. str.	—	G. Metters	G. Metters	About 2nd June.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Bergallan	Bergallan	On 1st June, at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	M. H. Gigue	M. H. Gigue	On 19th inst., at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	W. Shotton	W. Shotton	About 25th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	T. Harrison	T. Harrison	On 22nd inst., at 6 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	L. Sakine	L. Sakine	On 14th July, at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	L. Dawson	L. Dawson	On 25th inst., at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	St. John George	St. John George	On 3rd June.
LONDON & ANTWERP	BLERNA	Brit. str.	—	M. Yagi	M. Yagi	On 8th June, at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	F. Iscke	F. Iscke	To-day, at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Christiansen	Christiansen	On 21st inst., at 10 A.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	F. L. Sommer	F. L. Sommer	On 26th inst., at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	N. Matheson	N. Matheson	On 11th June, at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Jurissac	Jurissac	About 20th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Dowson	Dowson	To-day, P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	R. Mooney	R. Mooney	On 18th inst., at 4 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	G. Hooker	G. Hooker	On 21st inst., P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	T. Burgess	T. Burgess	On 8th June, at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	A. E. Sandbach	A. E. Sandbach	Quick despatch.
LONDON & ANTWERP	BLERNA	Brit. str.	—	H. G. Walker	H. G. Walker	On 21st inst., at 4 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	H. W. Kenrick, R.N.	H. W. Kenrick, R.N.	On 17th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	C. Dewers	C. Dewers	About 18th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Nitche	Nitche	On 20th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	X.	X.	On 20th inst., at 4 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	A. Moorer	A. Moorer	On 24th inst., P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	G. W. Gordon	G. W. Gordon	About 27th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Luning	Luning	On 28th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Y. Katsuraki	Y. Katsuraki	On 16th inst., at 10 A.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	de Brouwer	de Brouwer	Quick despatch.
LONDON & ANTWERP	BLERNA	Brit. str.	—	J. S. Bosch	J. S. Bosch	To-day, at 1 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	W. H. Evans	W. H. Evans	On 18th inst., at 1 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	H. J. Payne	H. J. Payne	To-day, at 4 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	B. W. Almond	B. W. Almond	On 18th inst., at 3 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	A. W. Osterbridge	A. W. Osterbridge	On 22nd inst., at Noon.
LONDON & ANTWERP	BLERNA	Brit. str.	—	P. H. Rolfe	P. H. Rolfe	On 25th inst., at 4 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	R. Rodger	R. Rodger	On 18th inst., at D'light
LONDON & ANTWERP	BLERNA	Brit. str.	—	A. Somerville	A. Somerville	On 17th inst., at 4 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	Jameson	Jameson	Beginning of June.
LONDON & ANTWERP	BLERNA	Brit. str.	—	G. H. Pennefather	G. H. Pennefather	On 18th inst.
LONDON & ANTWERP	BLERNA	Brit. str.	—	F. Sembl	F. Sembl	On 21st inst., at 3 P.M.
LONDON & ANTWERP	BLERNA	Brit. str.	—	W. H. Evans	W. H. Evans	Quick despatch.
LONDON & ANTWERP	BLERNA	Brit. str.	—	M. H. Lake	M. H. Lake	
LONDON & ANTWERP	BLERNA	Brit. str.	—	E. J. Taid	E. J. Taid	
LONDON & ANTWERP	BLERNA	Brit. str.	—	H. Koops	H. Koops	

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to:

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 3rd April, 1909.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.	"DERFFLINGER" Capt. G. MEINERS	Wed'ay, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUTZOW" Capt. C. DEWEES	About Wed'ay, 19th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANTILA" Capt. E. GATHMANN	Friday, 21st May, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISKE	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBL	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 6th May, 1909.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF INDIA" Sat. 22nd May. "EMPRESS OF BRITAIN" Fri. 18th June.
"EMPRESS OF JAPAN" Sat. 12th June. "ALLAN LINER" Friday, 9th July.
"EMPRESS OF CHINA" Sat. 3rd July. "EMPRESS OF IRELAND" Fri. 30th July.
"MONTAGLE" Wed'ay, 14th July. "ALLAN LINER" Friday, 30th Aug.
"EMPRESS OF INDIA" Sat. 24th July.

"Empress" Steamships leave HONGKONG at 6 P.M.
"Montagie" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Company's NEW "FALMOUTH" EXPRESS
Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to
Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate (on Steamers) £43 " " £45.
and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific Direct Line.
R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. X.	On 24th May, P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Sellier	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelotti	On 7th June, P.M.
MARSEILLES VIA PORTS	"POLYNESIE" Capt. Broc	On 8th June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway
from Marseilles to London. Intermediate meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
Queen's Building.

Hongkong, 12th May, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
Captain B. W. H. Snow, carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the
15th May, at Noon, taking passengers
and cargo for the above ports in connection
with the Company's a.s. "INDIA," 8,000
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable, all cargo for Franco and
Tao for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "ASABIA" due
in London on the 26th June, 1909.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 3rd May, 1909. [1]

"GLEN" LINE OF STEAMERS,
FOR LONDON AND ANTWERP.

THE Steamship

"GLENLOGAN."
Captain McGregor, will be despatched as above
on TUESDAY, the 25th May, 1909.
For Freight or passage apply to
McGREGOR BROS. & GOW.
Hongkong, 28th April, 1909. [67]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH-BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Indo-
China Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CANTON every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1893. [9]

MITSUI BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK NO. 3.

Extreme Length ... 722 feet
Length on Blocks ... 714 "
Width of Entrance on Top ... 965 "
Width of Entrance on Bottom ... 884 "
Water on Blocks at Spring Tide 342 "

DOCK NO. 1.
Extreme Length ... 523 feet
Length on Blocks ... 513 "
Width of Entrance on Top ... 88 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide 64 "

DOCK NO. 2.
Extreme Length ... 371 feet
Length on Blocks ... 350 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000
tons.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK OF MATERIALS is
always kept on hand.

THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 10,000 H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [908]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY



SPECIAL BLEND WHISKY

Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS DELTA	Capt. B. W. H. Snow	Noon, 15th May See Special Advertisement.
SHANGHAI, NAGASAKI, NAMUR	Capt. H. W. Kenrick, R.N.R.	About 17th May Freight and Passage.
LONDON and ANTWERP	PERA	About 19th May Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. W. W. Cooke, R.N.R.	May
SHANGHAI	DELHI	About 27th May Freight and Passage.
	Capt. G. W. Gordon	May

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th May, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CALERN, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"TAIYUAN"	On 14th May, 4 P.M.
SHANGHAI, BOHOW and HAIPHONG	"ANHUI"	On 16th May, D'light
CHINKIANG	"SINGAN"	On 16th May, D'light
CEBU and ILOILO	"SHANTUNG"	On 16th May, D'light
MANILA	"SUNGKIANG"	On 17th May, 4 P.M.
CHEFOO and TIENTSIN	"TEAN"	On 18th May, 3 P.M.
SHANGHAI	"KUEIHOW"	On 19th May, 4 P.M.
NEWCHWANG	"CHINHUA"	On 20th May, 4 P.M.
SHANGHAI	"KWEIYANG"	On 21st May, 4 P.M.
MANILA	"TAMING"	On 23rd May, D'light
		On 25th May, 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand, and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YOUNGSANG"	Friday, 14th May, 4 P.M.
SHANGHAI	"HANGSANG"	Sunday, 16th May, D'light
SHANGHAI	"WINGSANG"	Monday, 17th May, 4 P.M.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHIPSING"	Tuesday, 18th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"AMABA"	Tuesday, 18th May, 4 P.M.
KOBE	"KUTSANG"	Wednesday, 19th May, Noon
SHANGHAI, YOKOHAMA, KORE & MOI	"LAISANG"	Friday, 21st May, Noon
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Friday, 21st May, 4 P.M.
MANILA		

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 14th May, 1909.

GENERAL MANAGERS.

16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY & FOOCROW.	FRIDAY, 14th May, at 1 P.M.
"HAIMUN"	SWATOW	SUNDAY, 16th May, at 10 A.M.
"HAIYANG"	SWATOW, AMOY & FOOCROW.	TUESDAY, 18th May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

10

Hongkong, 14th May, 1909.

USA KA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY & FOOCROW	"CHOSHUN MARU"	FRIDAY, 14th May, at 10 A.M.
TAMUI via SWATOW, AMOY & FOOCROW	"DALIN MARU"	SUNDAY, 16th May, at 10 A.M.
	"KUBURAKI"	at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabin Amidships.

Unreserved Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th May, 1909.

T. ARIMA, Manager.

13

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Middle of May.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

Hongkong, 8th May, 1909.

MEIJOERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANG MARU	(Capt. H. FRASER)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSS)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, and PORT SAID.	"IYO MARU"	6500	WEDNESDAY, 26th May, at Daylight
PORE, PENANG, WAKASA MARU	"WAKASA MARU"	6500	WEDNESDAY, 9th June, at Daylight
VICTORIA, R.C. and SINGAPORE	"SKAGA MARU"	6500	TUESDAY, 25th May, at Noon
SEATTLE, via SHANGHAI, MOI, KOBE, YOKOHAMA, SEATTLE, via SHANGHAI, MOI, KOBE, YOKOHAMA	"TOSU MARU"	6000	TUESDAY, 8th June, at Noon
SEATTLE, via SHANGHAI, MOI, KOBE, YOKOHAMA	"KAMA MARU"	5000	FRIDAY, 14th May, at Noon
SYDNEY and MELBOURNE via MANILA, SINGAPORE, COLOMBO, and PORT SAID	"NIKKO MARU"	6000	FRIDAY, 11th June, at Noon
and BRISBANE	"BINGO MARU"	6265	FRIDAY, 14th May, at Noon
KOBE and YOKOHAMA	"KAMA MARU"	9000	FRIDAY, 21st May, at Noon
NAGASAKI, MOI, KOBE, YOKOHAMA	"BOMBAY MARU"	5000	MONDAY, 26th May, at Noon
BOMBAY via SINGAPORE, COLOMBO, and PORT SAID	"TAKASAKI MARU"	5000	THURSDAY, 27th May, at Noon
SHANGHAI, MOI, KOBE, YOKOHAMA	"KUMANO MARU"	6000	WEDNESDAY, 9th June, at Noon

Calling at Keelung.
Fitted with New System of Wireless Telegraphy.
Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic and Pacific Steamship Lines.
Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 13th May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
HUBI	2540	R. W. Almond	Manila	On 15th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 22nd May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 6th May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

T. LING Cargo at Through Rates to all European North-Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.		HOMeward.	
For SHANGHAI, YOKOHAMA & KOBE:		For HAVRE, BREMEN & HAMBURG:	
S.S. SILVIA	17th May	S.S. SILESIA	20th May
S.S. ISTRIA	29th May	S.S. BELGRAVIA	About end of May
S.S. BRASILVIA	9th June	For MARSEILLES, HAVRE & HAMBURG:	
S.S. SEGOVIA	17th June	S.S. SUEVIA	8th June
S.S. C. FERD. LAETZ	25th June	For HAVRE & HAMBURG:	
S.S. SLAVOLIA	10th July	S.S. SENEGAMBIA	17th June

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th May, 1909.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	First half of May	JAVA	First half of May
TJIMARI	JAVA	First half of May	AMOY	First half of May
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILWONG	JAVA	First half of June	JAPAN	First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 12th May, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC.,
VIA MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA
CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSHU MARU	5000	July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000	Dec. 10th, at Noon.

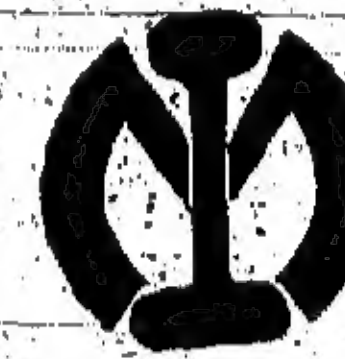
For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Buildings.

Hongkong, 5th May, 1909.

SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2877 tons each).

NORTH-BOUND			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Sunday
Morning	Morning	Thursday	Thursday
8.50 a.m.	8.50 a.m.	Friday	Friday
9.15 p.m.	9.15 p.m.	Saturday	Saturday
6.35 a.m.	6.35 a.m.	Sunday	Sunday
3 p.m.	3 p.m.	Monday	Monday
Connecting at Harbin with State Express for Moscow.			

SOUTH-BOUND			
Leave—Dairen	Arrive—Shanghai (Steamer)	Thursday	Sunday
5.37 p.m.	5.37 p.m.	Thursday	Thursday
7 p.m.	7 p.m.	Friday	Friday
2.10 a.m.	2.10 a.m.	Saturday	Saturday
2.30 a.m.	2.30 a.m.	Sunday	Sunday
12.30 p.m.	12.30 p.m.	Monday	Monday
afternoon	afternoon	Tuesday	Tuesday
* Russian Train time is 25 minutes earlier than S. M. R. time.			

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Ad. "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad. "MANCHURIA." Codes: A.B.C., 5th Ed., AL and Lieber's. [137-722]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
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DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
Sole Agents.
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THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日曆英中年十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER
1913, BEING FROM THE 1st YEAR OF THE
70TH CYCLE TO THE 50TH YEAR OF THE
76TH CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS"
Office, or Agents in all the Ports of the
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(free) to any part of the World unrepresented
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